

**Middleton Railway Trust Ltd.**  
**Second Man's Rules Test – Description of Knowledge Required – Version 2**

The purpose of a second man's rules test is to establish that the person being tested has sufficient knowledge and understanding of the Company Rules and Train Operating Regulations to be able to follow correctly the procedures that they specify, and the associated precautions that must be taken, in respect of the relevant aspects of the duties that the second man on a diesel locomotive is required to undertake. The following list of these aspects forms the basis for conducting such a test, and specifies the detailed requirements for each aspect.

**Aspects of the Duties for which Sufficiency of Knowledge and Understanding is to be Assessed**

**1. Before trains are run.**

1.1 Commencing duties

- (i) Requirements for signing-in, and significance of signing-in;
- (ii) Importance of reading notices, and the significance of the information that should be in them.

1.2 Preparing a locomotive for traffic

- (i) The specific items that need preparation by the second man, and the associated procedures;
- (ii) The aspects that need to be checked during preparation;
- (iii) Precautions to be taken during preparation (eg before operating any controls);
- (iv) The aspects that need to be checked following preparation (such as safety of tools).

1.3 Inspecting the line to establish that it is fit for traffic

- (i) The purpose of this inspection;
- (ii) The role of the second man in the conduct of this inspection.

**2. Operation of passenger trains under normal circumstances.**

2.1 Authorisation of train movements

- (i) Establishing the requirements for the train formation.
- (ii) The role of the pilotman in multiple train operation;
- (iii) Requirements and procedures for obtaining permission for train movements by radio.

2.2 Shunting in Moor Road station site

- (i) The second man's role as shunter;
- (ii) Coupling and uncoupling coaches;
- (iii) Operation of coach brakes.

2.3 Marshalling and preparing a passenger train for traffic

- (i) Procedures to be followed and specific precautions when shunting the coaches.
- (ii) Procedures to be followed for testing the continuous brakes, and the role of the fireman in them.

2.4 Starting a passenger train from a station

- (i) The procedure to be followed, and the second man's role in it;
- (ii) The action to be taken in case of any attempt to board a moving train.

2.5 Normal operation of a passenger train

- (i) The importance of maintaining a good lookout;
- (ii) Knowledge of particular features of the line and associated precautions.

2.6 Running a locomotive round a train

- (i) Precautions in respect of clearances;
- (ii) Procedures to be followed for un-coupling, operation of turnouts and coupling.

**3. Operation of passenger trains under abnormal circumstances.**

3.1 Illness of a passenger during a journey

- (i) How such a situation would be identified;
- (ii) The procedures to be followed if such a situation occurred, and the role of the second man in them;
- (iii) Locations of emergency access points;
- (iv) Procedure if a passenger train has to be propelled, and the role of the second man in it.

3.2 Illness of a member of the train crew during a journey

- (i) The immediate procedures to be followed if such a situation occurred, and the role of the second man in them;
- (ii) The possibilities and procedures for emergency operation of the train, and the role of the second man in them.

### 3.3 Obstruction of the line, or other out-of-course stops by a train

- (i) The immediate procedures to be followed if such a situation occurred, and the role of the second man in them;
- (ii) The possibilities and procedures for emergency operation of the train, and the role of the second man in them;
- (iii) The procedure for re-starting a train after such a stop.

### 3.4 Locomotive or rolling stock failures or accidents

- (i) The immediate procedures to be followed if such a situation occurred, and the role of the second man in them;
- (ii) The possibilities and procedures for obtaining assistance in such a situation, and the role of the second man in them;
- (ii) The possibilities and procedures for emergency operation of the train, and the role of the second man in them.

## **4. Operation of freight trains or multiple trains.**

### 4.1 Normal operation of a freight train

- (i) Knowledge of gradients along the line and associated braking requirements.

### 4.2 Operation of the Moor Road Level Crossing

- (i) Procedures and precautions for trains proceeding downhill, and the role of the second man in them;
- (ii) Procedures and precautions for trains proceeding uphill, and the role of the second man in them.

### 4.3 Operation of the Balm Road Loop Level Crossing

- (i) Procedures for the operation of the gates, and the role of the second man in them;
- (ii) Precautions for limited clearances;
- (iii) Restrictions on shunting operations over the crossing.

## **5. After trains have been run.**

### 5.1 Disposal of passenger rolling stock

- (i) Requirements for the stabling of passenger stock;
- (ii) Procedures and precautions for shunting passenger coaches to stable them, and the role of the second man in them.

### 5.2 Disposal of freight rolling stock

- (i) Requirements for the stabling of freight stock;
- (ii) Procedures and precautions for shunting freight vehicles to stable them, and the role of the second man in them.

### 5.3 Disposal of locomotives

- (i) Requirements for the stabling of locomotives;
- (ii) Procedures and precautions for disposing of locomotives, and the role of the second man in them;
- (iii) The requirements for recording the operation of locomotives, and aspects which the second man should report to the driver.